

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.

Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Pennsylvania [42]		Westmoreland County [129]		St. Clair [67240]		SEWARD BRIDGE		40-24-57 = 40.415833		079-01-18 = - 79.021667	
640056033018440		Highway agency district 12		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 56		SR 0056		Toll On free road [3]		Features intersected NORFOLK S R/R, BORO ROAD					
Design - main Steel [3]		Design - approach Steel [3]		Kilometerpoint 2182.8 km = 1353.3 mi		Year built 1930		Year reconstructed N/A [0000]			
1 Truss - Thru [10]		6 Stringer/Multi-beam or girder [02]		Skew angle 99		Structure Flared					
				Historical significance		Bridge is not eligible for the NRHP. [5]					
Total length 127.1 m = 417.0 ft		Length of maximum span 33.2 m = 108.9 ft		Deck width, out-to-out 9.8 m = 32.2 ft		Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft					
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft		Curb or sidewalk width - left 1.5 m = 4.9 ft		Curb or sidewalk width - right 0 m = 0.0 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Monolithic Concrete (concurrently placed with structural deck) [1]									
Deck protection											
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length 2.4 km = 1.5 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 26.3 metric ton = 28.9 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 43.5 metric ton = 47.9 tons	
Bridge posting 00.1 - 09.9 % below [4]				Design Load		M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	5863	Average daily truck traffi	2	%	Year	2008	Future average daily traffic	7500	Year	2027
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-railroad [4]		Lanes under structure	2		Navigation control	Not applicable, no waterway. [N]			
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	10 m = 32.8 ft			
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	99.1 m = 325.1 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	4 m = 13.1 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]		
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	0	Roadway improvement cost	0
	Length of structure improvement	137 m = 449.5 ft	Total project cost	1000
	Year of improvement cost estimate			
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

Inspection and Sufficiency

Structure status

Posted for other load-capacity restriction [R]

Appraisal ratings -
structural

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - superstructure

Poor [4]

Appraisal ratings -
roadway alignment

Equal to present desirable criteria [8]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge not over waterway. [N]

Channel and channel protection

Not applicable. [N]

Appraisal ratings - water adequacy

N/A [N]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

30.1

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspected feature meets currently acceptable standards. [1]

Inspection date

April 2009 [0409]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Every year [Y12]

Other special inspection date

April 2005 [0405]